

CONGRESS TO CONSIDER DRYDOCK

Secretary Daniels Passes Whole Matter Up, Preferring Not To Decide Himself—Noble Report Includes Two Distinct Suggestions Regarding Method of Construction.

ones for comparison with the annual return hereafter to be made by the same person. The blank was to show separately the total amount of the bonds, the denomination of each, the number of each and the name under which the bonds were known; also whether the party claimed or did not claim exemption from the income tax for these coupons. There is a variation in the exemption to be claimed, according as married or unmarried, living with husband or wife or not, but the blank has no space to show these facts. Here is difficulty in saying, "I am here, at the close of the year, what losses or other conditions might change the total income and the taxable balance."

“With the insertion of errors to cover the doubtful points, the blank was duly filled and passed in with the coupons at the counter of a banking corporation and the interest was paid to claimant. In the morning newspaper of November 1 it was announced that the industrial corporation referred to had decided to pay its coupons without regard to the tax, regarding them as exempt. All the trouble spent in complying with treasury regulations and forms in presenting coupons had proved unnecessary in this case, if, indeed, a finality in its has been reached. That remains to be settled between the treasury and the treasury. The whole amount of tax exempted in this case would be less than one dollar, and the trouble involved would have been the same and no exemption been claimed.

More Clearness Necessary.
 "Interest payments are often made semi-annually and some are made quarterly. If one has a dozen sources of income even less in aggregate than the exemption to be allowed, he is liable not only twelve times in the year, but twenty-four times or forty eight times

Subject to Uncertainty.

"An actual experience will show how every small investor, as well as every large investor, is subject to uncertainty and trouble. The interest of an industrial corporation fell due November 1, the day the income tax law went into effect. November 4 was Saturday, and the corporation's office was at home all day, limiting so much the opportunity to attend to business on that day. A person holding bonds indicated had been steadily seeking information as to what was required of him. On Friday, October 31, he was furnished with a blank statement to be filed with the coupons when presented for collection. This blank was at least the third form he had within a week, supeding those previously furnished. The day he was filled, was to go finally to the treasury department to be filed with all similar

**Says Borrowing of Money Proved
Great Help to City In a Time
of Need.**

Former Governor George R. Carter wrote an open letter to Mayor Fern Venable, in behalf of the 'Man on the Street.' In it he asks a number of pertinent questions regarding the duties of officials to do certain things, especially attacking the main item of the county treasurer in borrowing money from the local banks to pay salaries, pending the receipt of taxes.

Mr. Carter also calls the attention of the mayor to the fact that three wagons, three drivers and six mules have been used to fill in and work upon a side lane leading to the back yard of the assistant road superintendent, while the superintendent of the Kaka-bushawers a party of five men are supervising wagon to spread the dirt on the said back yard. In conclusion Mr. Carter asks:

"To the man in the street these transactions seem odd, and if there is a satisfactory explanation, he needs it. Surely these insurances do not illustrate the kind of administration the Democratic party promised the voters. Nor do they inspire confidence."

In answer to this letter from Mr. Carter, Mayor Fern last evening sent the following letter to the former Governor:

"Honolulu, T. H.,
"November 17, 1913.
"Hon. Geo. H. Carter, City.
"Dear Sir:—Your favor of today,
delivered by your hand, has been read
and considered by me.
"As to the action of the treasurer
in borrowing money some time ago, I
am not in a position to determine its
policy, but I understand that this
matter is daily considered by the time
the advancement of this money was of
great help to the city and county, and
the city and county is in no position
to attack it.
"I am glad to note your vigilance,
but presume to suggest that the prac-
tise of anticipating revenue is an in-
heritance from the territorial govern-
ment, of which you were at one time
the head.

"In reference to the use of the county wagons and mules, I am informed that such use was necessary and proper, and suggest that you can obtain full information by applying to the city engineer. I am, very truly yours,
(Signed) "JOSEPH J. FERN,
"Mayor City and County of Honolulu."

**NEW MANAGING EDITOR
FOR JAPAN ADVERTISER**

"The whole question of the future of the Pearl Harbor drydock is to be placed before congress for answer," said Harold G. Dillingham, of the Hawaiian Dredging Company, who returned from Washington yesterday, arriving on the Siberia. "We had a conference, or a series of them with the navy department officials and we were given to understand that the matter would be laid before congress, Secretary of the Navy Daniels preferring not to pass judgment on the matter. "I have seen the report of Alfred Noble, the civilian engineer who investigated the conditions at Pearl Harbor, and he recommends two distinct methods of construction, both of which are entirely different from the original plan under which the San Francisco Bridge Company worked on its contract. The adoption of either one of these methods of Noble's would be helpful to us, to say the least. "Should we commence work under either of the plans suggested by Noble, it would be three years before the dock would be ready for use. That's cer-

Governor Frear As Attorney.

It is understood that Governor Frear, while in Washington, learned from the Secretary of the Interior Lane that he need not worry longer about the governorship, and that in all probability a governor would be appointed to relieve him before he was ready to return to Honolulu. As he has practically closed up all his official business with the Territory, Governor Frear appeared before the navy department as a legal practitioner for the first time in twenty years or more, representing the Hawaiian Dredging Company in the drydock matter. While it was not cer-

ently published, yet it was understood that the Governor undertook the legal end of the work with the sanction of the administration, the latter recognizing that as he was held to the governorship against his will and due only to reasons best known to the administration, he should be free to some extent to utilize his legal talents, especially when such a fine opportunity presented itself.

Honolulu Need Not Worry.
 I. A. Thurston, who was with Mr. Dillingham in Washington, and who also returned to Honolulu last night, when told that late wireless messages to The Advertiser had intimated a desire on the part of San Francisco to take the drydock and naval station away from Oahu and to the Coast, said: "I do not think there is the least possibility of the abandonment of Oahu in that way. Honolulu need not worry."

COMPROMISE IS
REACHED BY WOOD

(Continued from page one.)

by the members of the commission, the

MARINE TIDINGS
By Merchants' Exchange

Friday, November 14.
Seattle—Sailed, Nov. 14, S. S. Columbian, for Honolulu.
San Francisco—Sailed, Nov. 14, S. M. Verdel, for Honolulu.
Graceland Harbor—Sailed, Nov. 14, schr. Danneberg, for Honolulu.
San Francisco—Sailed, Nov. 14, S. Hilobian from Hilo, Nov. 6.
San Francisco—Arrived, Nov. 13, S. Harpalyce, hence Nov. 4.
Port Townsend—Arrived, Nov. 13, schr. A. F. Coats, hence Oct. 23.
Saturday, November 15.
Astoria—Arrived, Nov. 15, bkt. Imgard, hence Oct. 23.
Monday, November 17.
Yokohama—Arrived, Nov. 16, S. Shinyo Maru, hence Nov. 5.
Yokohama—Arrived, Nov. 15, S. Korea, hence November 4.
Yokohama—Sailed, Nov. 17, S. Nippou Maru, for Honolulu.
Mukilteo—Sailed, Nov. 16, schr. M. rose, for Honolulu.
Port San Luis—Arrived, Nov. 15, S. Santa Maria, hence Nov. 5.
Port San Luis—Sailed, Nov. 16, S. Santa Maria, for Honolulu.
San Francisco—Arrived, Nov. 17, a. m., S. S. Manchuria, hence Nov.

PORT OF HONOLULU.

ARRIVED:
Friday, November 14.
U. S. A. T. Sherman, for Manila,
p. m.
Str. Mauna Loa, for Kona and Ka
ports.
Str. Claudine, for Maui ports, 5:
p. m.
Str. W. G. Haß, for Kauai port
5:30 p. m.
Sp. Marion M. Chilcott, for Gaviot
for San Francisco, 5 a. m.
S. S. Ecclesan, for Australia, 11:
a. m.

Saturday, November 15.
Str. Kilauea, from Hilo and Waipahoehoe ports, 8:30 a. m.
Str. Noeau, from Kauai ports, 5:20 a. m.
Str. Maui from Hawaii ports, 6 a. m.
Br. S. S. Kestrel, from Fanning Is and, 8:30 a. m.
Sunday, November 16.
Str. Waiialele, from Hawaii ports,

Berndt, Mrs. E. A. Berndt, Lev
Block, Miss K. Burlin, Jas. C. Cannon
Major S. A. Cheney, J. P. Christensen
Mrs. J. P. Christensen Mrs. P.
Craig, Mrs. C. S. Cunha and maid, H.
and Dickinson Mrs. Donald, Mrs.

[illegible]

H. A. Frank, Trieste, G.
Vanskye, Miss H. W. Vanskye, M.
H. Van Hout, Miss H. Webb,
Whittenberger, Mrs. J. M. White
berger, H. P. Wood, Mrs. H. P. Wood
Per str. Claudine, for Maui per
November 17.—E. Giesecke, M.
Nicoll, A. C. Betts, J. Moreira, C.
Kying Chun, Mrs. J. A. Chung, I. Has
gawa, A. V. Peters, H. Brodhoff, Charl
Gay, J. Goldstein.

Departed.

Per str. W. G. Hall, for Kauai per
November 14—Mr. and Mrs. G. R. Hi
A. S. Wilcox and wife, C. B. Ripley,
S. Wilcox, Leon A. Quansan, M. Ever
E. Kope, J. P. Mendonco. Mr. and
Mrs. L. Ota, Mr. and Mrs. K. Susa
Per str. Claudine, for Maui per
November 14—Mrs. F. M. Hardy,
H. Tracy, Mrs. J. C. Sanders, Mrs. V.
Hannestad, J. F. Fisher, M. Penla
low, J. Pattry, E. D. Painter.

Per str. Mauna Kea for Hilo and wa
ports, November 15—Alfred Kroft and
wife, Margaret Kroft, Theodore Kroft
Emil Kroft, Miss N. Lloyd and friend
Mr. and Mrs. M. J. Gillespie, A. Gar
ley, A. W. Dunn, Master Yonnell, M.
Per str. Sierra, for San Francisco
November 15—D. R. Allen, W. And
son, D. H. Best, Miss D. V. Briggs

M. Christopher, C. D. Christopherson, M. Christopher and two children, Capt. T. K. Clarke, Mrs. A. G. Connor, V. W. Croxson, C. S. DeForest, Mrs. DeForest, Mrs. E. Droier, W. Ferguson, Mrs. Ferguson and daughter, J. Foley, Mrs. Foley, E. M. Gerrow, W. H. Gerrie, M. J. Gillespie, Mrs. Gillespie, Mrs. C. J. Gould, Mrs. A. Graenich and infant, W. A. Guyette, Dr. T. L. Hayden, Mrs. Hayden, Miss Edith Hayden, Mrs. J. Hoffman, Frederick Jarvis, D. Jenkins, Miss M. Kalman, C. C. Kennedy, James A. Kennedy, Miss Jessie Kennedy, H. Koch, M. Koch, William Lanz, Alfred Long, Mrs. R. G. Lukens, Miss Mary McDe-

itt, Miss L. McLennan, A. McNulty, V.
Neland, A. R. Oxenham, Mrs. A.
Oxenham, Mrs. Chas. E. Pauluh, Ma-
ster Chas. Pauluh, Mrs. M. J. Feal.
Miss L. Peres, H. S. Pettigill, M. L.
Poehlmann, Gustave Reiniger, Miss
Robb, J. W. Roberts, Mrs. Roberts, C.
B. Robinson, John Schoen, J. Smith,
Mrs. Smith, R. Steitz, Dr. E. C. Water-
house, G. E. Myers.

**New Matson Boat Leaves New York a Week From Today—
Col. Parker Aboard.**

One week from today the newest Matson liner will leave New York on its maiden trip, which will bring it to

San Francisco, from which port it will initiate its career in the Honolulu carrying trade.

Col. Samuel Parker left San Francisco for New York to join the vessel on November 9. He was accompanied by his nephew, Arthur Gay, and a trainee nurse. He will be the guest of the Matson Navigation Company on the initial trip. The liner is to leave the

lantic port on or about November 22 and will make the trip in about four days. The vessel will carry enough cargo to enable her to make the entire trip without stopping at South American ports. The Matsonian left New York for Philadelphia on November 16 to load part of the cargo, the remainder to be taken in at New York.

The other Matson carrier, the *Manoa*,

Honolulu Stock Exchange
Honolulu, Monday, Nov. 17, 1913.

NAME OF STOCK	CAPITAL PAID UP	PAR VAL.	BID	ASK
Morganite				
Alex. & Baldwin Ltd.	\$5,000,000	100		175
C. Brewer & Co.	8,500,000	100		
SUGAR				
Erie	5,000,000	30	13 1/4	14
Hale's	1,500,000	100		10 1/2
Haw. Agricultural	2,000,000	90		
Haw. Cohn. & Sugar Co.	10,000,000	25	7 1/2	23 1/2
Hawaiian	3,000,000	100		24 1/2
Honolulu	4,000,000	50	31	3
Houma	750,000	100	50	
Kauai Sugarcane Plantation Co.				
Kauai	2,500,000	75		
Kahala	1,000,000	20	10	11
Kona	1,000,000	20		95
Koloa	750,000	100		28
Lanai Sugarcog. Co. Ltd.	5,000,000	20		11 1/2
Oahu Sugar Co.	3,000,000	30		
Olan Sugar Co. Ltd.	5,000,000	20		1 1/2
Pacific	2,000,000	20		15
Panama Sug. Plan. Co.	2,000,000	20		
Pacific	750,000	100		100
Pineapple	1,000,000	100		
Popeyeke	700,000	60		
Poncifer Mill Co.	4,000,000	25		
Waialeale	1,000,000	100		67 1/2
Waimuku Sugar Co.	3,000,000	90		
Wahiawa	250,000	100		
Wainae Sugar Co.	150,000	100		
Waimanu Sugar Mill	250,000	100		

MISCELLANEOUS		
Haku F & P Co. Ltd.	200.00	20
Haw. Electric Co.	74.00	10
Haw. Irr. Co. Ltd.	1,200.00	19
Haw. Pineapple Co.	700.00	24
Haw. P. R. Co.	164.80	20
Hilo R. R. Co.	2,000.00	30
Honolulu Brewing & Malting Co.	135.00	31
Hon. Gas Co. Com.	217.93	106
Hon. T. & L. Co. Com.	1,037.50	106
Inter. Glass Co.	2,400.00	109
Mutual Tel. Co.	300.00	109
R. & L. Co.	5,000.00	119
Pacific Pub. Co.	1,000.00	122
Taniguchi Oil Rub. Co.	300.00	20
BONDS		
	Amt.	Outstanding
Hamakua Ditch Co 6%.	200.00	
Haw. Com. & Sugar Co. 5 p c.	998.00	
Haw. Terr. Irr. Co 6%.	998.00	
Haw. Terr. 4 p c. (Re-funding 1905)	800.00	
Haw. Terr. 4 c Pub. Inv. Ser. 1912-1913.	1,524.00	
Haw. Terr. 4 p c.	1,500.00	
Haw. Terr. 4 p c.	1,000.00	
Haw. Terr. 4 p c.	1,000.00	
Haw. Terr. 3 p c.	1,244.00	
Hon. R. R. 6 p c (Issue of 1901)	1,000.00	92 1/2
Hilo R. R. Co. Ref. & Exch. Com. 6%.	3,500.00	81
Hon. Gas Co. 6 p c.	300.00	82 1/2
Hon. Gas Co. Ltd 5%.	300.00	160
Hon. R. T. & L. Co. 6 p c.	591.00	
Hon. R. T. & L. Co. 6 p c.	591.00	
Kohala Ditch Co. 6%	2,000.00	
McBryde Sugar Co. 5%	500.00	

Natomas Con. 6s	4,015,000	100	100
O. R. & L. Co. 5 p.c.	2,000,000	100	100
Santa Sugar Co. 2 p.c.	85,000	100	100
Olan Sugar Co. 2 p.c.	2,500,000	82	54
De la Guana Fertilizer Co. 6s	433,000	100	100
Placerville Sugar Mill Co.	500,000	100	100
Pioneer Mill Co. 5 p.c.	500,000	100	100
Santa Sugar Mill Co.	650,000	100	100
Western Sugar Co. 2 p.c.	1,000,000	100	100

Between Boards.

5 H. C. & S. Co., 23.25.

Session Sales.

Oncomen, 30, 5, 15, 17.50; 30 Olan, 1.00; 5 H. C. & S. Co., 23.12½, and 60 at 23.90.

Sugar Quotations.

**DULL MARKET
MARKS OPENING**

(By Federal Wireless Telegraph.)
NEW YORK, November 17.—(Special to The Advertiser)—Early weakness of the market today was based largely on the decline of American stocks abroad, followed by forced selling here and the moderate offerings from professional traders in this market.

been achieved and business slackened steadily as prices rose.

Ultimately the market showed signs of returning heaviness. Bonds were firm. The market closed firm.

NEW YORK SUGAR.

(By Federal Wireless Telegraph.)

NEW YORK, November 17.—(Special to The Advertiser.)—Raw sugar

Hawaiian Commercial	...	22 1/2	25
Hawaiian Sugar	...	23	25

CABLED SUGAR QUOTATIONS

Sugar quotations received yesterday by the Hawaiian Sugar Planters' Association from the California and Hawaiian Sugar Refining Company are: No. 12, 100 lbs. 10.00; No. 11, 100 lbs. 9.75; No. 10, 100 lbs. 9.50; No. 9, 100 lbs. 9.25; No. 8, 100 lbs. 9.00; No. 7, 100 lbs. 8.75; No. 6, 100 lbs. 8.50; No. 5, 100 lbs. 8.25; No. 4, 100 lbs. 8.00; No. 3, 100 lbs. 7.75; No. 2, 100 lbs. 7.50; No. 1, 100 lbs. 7.25; No. 0, 100 lbs. 7.00; No. 1, 100 lbs. 6.75; No. 2, 100 lbs. 6.50; No. 3, 100 lbs. 6.25; No. 4, 100 lbs. 6.00; No. 5, 100 lbs. 5.75; No. 6, 100 lbs. 5.50; No. 7, 100 lbs. 5.25; No. 8, 100 lbs. 5.00; No. 9, 100 lbs. 4.75; No. 10, 100 lbs. 4.50; No. 11, 100 lbs. 4.25; No. 12, 100 lbs. 4.00; No. 13, 100 lbs. 3.75; No. 14, 100 lbs. 3.50; No. 15, 100 lbs. 3.25; No. 16, 100 lbs. 3.00; No. 17, 100 lbs. 2.75; No. 18, 100 lbs. 2.50; No. 19, 100 lbs. 2.25; No. 20, 100 lbs. 2.00; No. 21, 100 lbs. 1.75; No. 22, 100 lbs. 1.50; No. 23, 100 lbs. 1.25; No. 24, 100 lbs. 1.00; No. 25, 100 lbs. 0.75; No. 26, 100 lbs. 0.50; No. 27, 100 lbs. 0.25; No. 28, 100 lbs. 0.00; No. 29, 100 lbs. 0.00; No. 30, 100 lbs. 0.00; No. 31, 100 lbs. 0.00; No. 32, 100 lbs. 0.00; No. 33, 100 lbs. 0.00; No. 34, 100 lbs. 0.00; No. 35, 100 lbs. 0.00; No. 36, 100 lbs. 0.00; No. 37, 100 lbs. 0.00; No. 38, 100 lbs. 0.00; No. 39, 100 lbs. 0.00; No. 40, 100 lbs. 0.00; No. 41, 100 lbs. 0.00; No. 42, 100 lbs. 0.00; No. 43, 100 lbs. 0.00; No. 44, 100 lbs. 0.00; No. 45, 100 lbs. 0.00; No. 46, 100 lbs. 0.00; No. 47, 100 lbs. 0.00; No. 48, 100 lbs. 0.00; No. 49, 100 lbs. 0.00; No. 50, 100 lbs. 0.00; No. 51, 100 lbs. 0.00; No. 52, 100 lbs. 0.00; No. 53, 100 lbs. 0.00; No. 54, 100 lbs. 0.00; No. 55, 100 lbs. 0.00; No. 56, 100 lbs. 0.00; No. 57, 100 lbs. 0.00; No. 58, 100 lbs. 0.00; No. 59, 100 lbs. 0.00; No. 60, 100 lbs. 0.00; No. 61, 100 lbs. 0.00; No. 62, 100 lbs. 0.00; No. 63, 100 lbs. 0.00; No. 64, 100 lbs. 0.00; No. 65, 100 lbs. 0.00; No. 66, 100 lbs. 0.00; No. 67, 100 lbs. 0.00; No. 68, 100 lbs. 0.00; No. 69, 100 lbs. 0.00; No. 70, 100 lbs. 0.00; No. 71, 100 lbs. 0.00; No. 72, 100 lbs. 0.00; No. 73, 100 lbs. 0.00; No. 74, 100 lbs. 0.00; No. 75, 100 lbs. 0.00; No. 76, 100 lbs. 0.00; No. 77, 100 lbs. 0.00; No. 78, 100 lbs. 0.00; No. 79, 100 lbs. 0.00; No. 80, 100 lbs. 0.00; No. 81, 100 lbs. 0.00; No. 82, 100 lbs. 0.00; No. 83, 100 lbs. 0.00; No. 84, 100 lbs. 0.00; No. 85, 100 lbs. 0.00; No. 86, 100 lbs. 0.00; No. 87, 100 lbs. 0.00; No. 88, 100 lbs. 0.00; No. 89, 100 lbs. 0.00; No. 90, 100 lbs. 0.00; No. 91, 100 lbs. 0.00; No. 92, 100 lbs. 0.00; No. 93, 100 lbs. 0.00; No. 94, 100 lbs. 0.00; No. 95, 100 lbs. 0.00; No. 96, 100 lbs. 0.00; No. 97, 100 lbs. 0.00; No. 98, 100 lbs. 0.00; No. 99, 100 lbs. 0.00; No. 100, 100 lbs. 0.00; No. 101, 100 lbs. 0.00; No. 102, 100 lbs. 0.00; No. 103, 100 lbs. 0.00; No. 104, 100 lbs. 0.00; No. 105, 100 lbs. 0.00; No. 106, 100 lbs. 0.00; No. 107, 100 lbs. 0.00; No. 108, 100 lbs. 0.00; No. 109, 100 lbs. 0.00; No. 110, 100 lbs. 0.00; No. 111, 100 lbs. 0.00; No. 112, 100 lbs. 0.00; No. 113, 100 lbs. 0.00; No. 114, 100 lbs. 0.00; No. 115, 100 lbs. 0.00; No. 116, 100 lbs. 0.00; No. 117, 100 lbs. 0.00; No. 118, 100 lbs. 0.00; No. 119, 100 lbs. 0.00; No. 120, 100 lbs. 0.00; No. 121, 100 lbs. 0.00; No. 122, 100 lbs. 0.00; No. 123, 100 lbs. 0.00; No. 124, 100 lbs. 0.00; No. 125, 100 lbs. 0.00; No. 126, 100 lbs. 0.00; No. 127, 100 lbs. 0.00; No. 128, 100 lbs. 0.00; No. 129, 100 lbs. 0.00; No. 130, 100 lbs. 0.00; No. 131, 100 lbs. 0.00; No. 132, 100 lbs. 0.00; No. 133, 100 lbs. 0.00; No. 134, 100 lbs. 0.00; No. 135, 100 lbs. 0.00; No. 136, 100 lbs. 0.00; No. 137, 100 lbs. 0.00; No. 138, 100 lbs. 0.00; No. 139, 100 lbs. 0.00; No. 140, 100 lbs. 0.00; No. 141, 100 lbs. 0.00; No. 142, 100 lbs. 0.00; No. 143, 100 lbs. 0.00; No. 144, 100 lbs. 0.00; No. 145, 100 lbs. 0.00; No. 146, 100 lbs. 0.00; No. 147, 100 lbs. 0.00; No. 148, 100 lbs. 0.00; No. 149, 100 lbs. 0.00; No. 150, 100 lbs. 0.00; No. 151, 100 lbs. 0.00; No. 152, 100 lbs. 0.00; No. 153, 100 lbs. 0.00; No. 154, 100 lbs. 0.00; No. 155, 100 lbs. 0.00; No. 156, 100 lbs. 0.00; No. 157, 100 lbs. 0.00; No. 158, 100 lbs. 0.00; No. 159, 100 lbs. 0.00; No. 160, 100 lbs. 0.00; No. 161, 100 lbs. 0.00; No. 162, 100 lbs. 0.00; No. 163, 100 lbs. 0.00; No. 164, 100 lbs. 0.00; No. 165, 100 lbs. 0.00; No. 166, 100 lbs. 0.00; No. 167, 100 lbs. 0.00; No. 168, 100 lbs. 0.00; No. 169, 100 lbs. 0.00; No. 170, 100 lbs. 0.00; No. 171, 100 lbs. 0.00; No. 172, 100 lbs. 0.00; No. 173, 100 lbs. 0.00; No. 174, 100 lbs. 0.00; No. 175, 100 lbs. 0.00; No. 176, 100 lbs. 0.00; No. 177, 100 lbs. 0.00; No. 178, 100 lbs. 0.00; No. 179, 100 lbs. 0.00; No. 180, 100 lbs. 0.00; No. 181, 100 lbs. 0.00; No. 182, 100 lbs. 0.00; No. 183, 100 lbs. 0.00; No. 184, 100 lbs. 0.00; No. 185, 100 lbs. 0.00; No. 186, 100 lbs. 0.00; No. 187, 100 lbs. 0.00; No. 188, 100 lbs. 0.00; No. 189, 100 lbs. 0.00; No. 190, 100 lbs. 0.00; No. 191, 100 lbs. 0.00; No. 192, 100 lbs. 0.00; No. 193, 100 lbs. 0.00; No. 194, 100 lbs. 0.00; No. 195, 100 lbs. 0.00; No. 196, 100 lbs. 0.00; No. 197, 100 lbs. 0.00; No. 198, 100 lbs. 0.00; No. 199, 100 lbs. 0.00; No. 200, 100 lbs. 0.00; No. 201, 100 lbs. 0.00; No. 202, 100 lbs. 0.00; No. 203, 100 lbs. 0.00; No. 204, 100 lbs. 0.00; No. 205, 100 lbs. 0.00; No. 206, 100 lbs. 0.00; No. 207, 100 lbs. 0.00; No. 20